

Cork Saves Girl From Drowning

MEMPHIS, Tenn. (P) — Ten-year-old Darlene Roaten, who does not swim, supported herself with a small piece of cork for more than three hours while the current swept her 10 miles down the Mississippi river.

Her father, J. S. Roaten, mean-

while swam more than two hours to rescue his wife and their son, Bobby, 8, after they and Darlene had stepped off an under-water sandbar into the swift Mississippi current.

Roaten threw them pieces of old life jackets and leaped from their 17-foot motorboat and swam to the rescue of his family. He left another son, Michael, 4, in the boat with the motor idling.

The boat began drifting and Roaten swam after it for more than two hours before he regained it. Then he used the boat to pick up his wife and Bobby but Darlene had drifted out of sight.

Darlene was picked up just before dark by a towboat. A witness said the piece of cork supporting her was about half the size of a cigar box.

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By EASLEY BLACKWOOD

**Be Ready to Cash in on Slipups by Defense**

You may have run across the fact that the defense is not always perfect. You must be alert to imperfections when they occur—and take full advantage of them. Mr. Abel failed to do this in today's deal.

On the bidding, a heart or club lead seemed to be called for. But after long thought Mr. Muzzy selected the seven of diamonds. Mr. New won with the ace and returned the suit. This was about the worst start the defenders could have got off to, but Mr. Abel still failed to make his bid.

At the second trick he overtook his queen of diamonds with dummy's king. He didn't think diamonds would go around again, particularly since Mr. Muzzy had played the deuce on the second trick. However, there was nothing better to try, so he led the jack of diamonds and got rid of a club.

SWITCHES TO TRUMP

Pleased that everybody followed suit, he now switched to a trump. But Mr. Muzzy proved to have two sure trump tricks and these, with the ace of diamonds and a club trick, set the contract.

Of course, Mr. Abel should have led the last diamond from the board at trick four and discarded his last club. This play could not lose and, in this case, would have gained a trick. It was a safety play against all four outstanding trumps being in one opponent's hand.

HALF SAFE

The effect of it was to deposit a loser on a loser or, in other words, to get rid of two losers on one trick.

Here was a case where the contract could have been set two tricks by proper defense. The opening he got gave Mr. Abel a chance to make his contract—that is, to pick up two full tricks. He picked up one but, as Mrs. Keen remarked, "Why be half safe?"

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2,000 Different Cars Built But Only 20 Survive Today

By FORBES RHUDE

Canadian Press Business Editor
To re-live some of the memories of a past motoring age, pull up a chair beside T. J. Emmert, executive vice-president of Ford Motor Company.

He has done a lot of research on early Canadian motoring history and, in a recent speech in Toronto, drew some of the shadows out of the past and put them back on the road again.

Here are some of the items: More than 2,000 different cars have been produced in North America, but only 20 survive.

As early as 1893, Dixon carriage works built electric carriages in Toronto; while the first gasoline-driven car, a U.S. Win-ton, was imported to Toronto in 1898.

In 1904 Ford set up its first Canadian factory in a former wagon works at Windsor, Ont. The McLaughlins followed at Oshawa, Ont., progenitors of General Motors in that city. Chalmers started at Windsor, later became Chalmers-Maxwell, and in 1925 Chrysler.

Among early ventures was E.

R. Thomas Motor Company, Toronto, later Canada Cycle Motor Company, then Russell Motors, finally Willys-Overland.

Stratford, Ont., had Brooks steam motors; London, Ont., Ruggies truck; and Montreal Parker Motor Company.

Then, over the years in Ontario were Durant at Leaside; Gottfredson at Windsor; National at Hamilton; International at Chatham; Tudhope at Orillia; Everett-Metzger-Flinders made EMF at Windsor and in 1911 became Studebaker.

The Universal Giant and Oxford were produced at Montreal; McKay at Amherst, N.S.; Maritime Six at Saint John, N.B.; Winnipeg Six at Winnipeg; Hayes-Anderson Truck at Vancouver; and, in Ontario, the London Six at Ottawa; Fisher and Regal Underslurs at Windsor; Schacht at Hamilton; Reo at St. Catharines; Galt at Galt; Superior at Petrolia; Graham at Ottawa; Atlas at Brockville.

For each company in Canada, 100 appeared in the United States.

The Duck, produced in 1913, looked like an ordinary touring car except that its steering wheel was mounted in the rear seat and the passengers sat in front.

However, if there are laughs out of the past, there was also sound engineering. Mr. Emmert reminds us:

"Automobiles were built nearly 60 years ago that could travel 90 miles an hour, surmount almost any hill in high, and were so well built that some of them are running today, even if with expert attention and loving care."

British Film Will Dramatize First Trans-Atlantic Flight

ST. JOHN'S, Nfld. (P)—The first transatlantic flight from Newfoundland to Ireland in 1919 will be dramatized on the screen before the end of this year but there will be few scenes from this rocky starting point.

London Film Productions will shoot most of the Newfoundland scenes in England and Scotland, apart from one shot of this rugged coastline fading away.

This scene, taken from the gun turret of a modern military plane, will show Alcock and Brown's last sight of land before they guided their canvas-covered biplane over the horizon. Lester's field, the takeoff point, has been devoured by expansion of St. John's, and takeoff scenes will be done in Scotland.

OLD-TIMERS HELP

Graham Wallace, scriptwriter of the movie, has spent a month here talking to old-timers who witnessed the take-off, gathering faded photographs and looking for old friends of pilot John Alcock and navigator Whitton Brown.

He said the movie, still unnamed, will also include the two unsuccessful attempts earlier in 1919. Raynham and Morgan crawled out of their wrecked plane just a few miles from Lester's field, while Hawker and Grieve dropped in mid-ocean to be picked up by a passing freighter.

Mr. Wallace had no difficulty getting eye-witness accounts. There are still many men around eager to tell the part they played in giving Alcock and Brown a Newfoundland send-off. Some even remember the adventures carried in their lunch cans "meat sandwiches and cocoa."

This plane like the other two, was shipped here from England by boat, and flights were started from this side because of prevailing tail winds.

HISTORIC TAKE-OFF

The whole town turned out for the take-off. About 40 men grabbed the plane and held it while Alcock and Brown revved the motors.

When the two Rolls Royce engines attained full speed, chocks were pulled from the wheels, the men let go, and the clumsy craft rumbled along the bumpy field into the air. Seven thousand people, many of whom waited since early morning for the mid-afternoon takeoff, cheered and waved to the fliers.

Some of these people stayed up all night waiting word on the plane which lost its radio gener-

ator shortly after takeoff. No word was received until the next morning when church-goers saw the bulletin on the post office building. The notice said the plane landed in an Irish bog 16 hours and 12 minutes after leaving St. John's.

Alcock was killed in a plane crash the following year. Brown died in 1946.

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